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THE CENTER LINE

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MONTANA HIGHWAY COMMISSION

Vol. VI., No. 3.

March, 1963



THEN-1912



GOVERNOR

Tim Babcock

STATE HIGHWAY COMMISSION

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possible line change will affect a town or city.

The first of the three will be held in Drummond on March 19 to discuss the routing and connections to 10A at Drummond. This is the second hearing that has been held in Drummond.

This will be followed by a hearing at the Craig schoolhouse at 7:30 p. m. on March 21 to discuss the routing of Interstate 15 between Stickney Creek and Hardy Creek.

The third will be held in Butte on March 25 at a place and time yet to be announced to discuss the possible re-location and junction of U. S. 91 with Interstate 15 at Butte.



A team composed of Highway and Bureau of Public Roads personnel are shown here preparing to fly to St. Paul to confer with N. P. Railway officials on the routing of Interstate 90 around Billings. From l. to r.—Swede Lindgren, Department Pilot; E. H. Cowan, Bureau of Public Roads Division Engineer; Howard Buswell, Planning Survey Manager; Don DeVore, Technical Engineer; William Dunbar, Bureau of Public Roads District Engineer; and Dave Johnson, Interstate Design Engineer.

RAY PERCY MOURNED

Friends and former associates of Ray Percy will be saddened to hear of his death in Missoula on March 1st.

Ray started his service with the Highway Department in May of 1921 and worked up through the engineering ranks to the position of Maintenance Engineer. In 1950, he transferred to Missoula as Division Construction Engineer. He retired in 1956.

Ray was extremely popular in the Department and the lives of his many friends in the Department have been enriched by their association with him.

Project No.	Amount of Bid	Bidder	Letting February 20, 1963 Address
I 15-8(11)383U1			
Pondera County Line-Canadian Line at Sweetgrass (Rd. & Br.) Toole County	\$1,005,497.67	Zook Bros. Const. Co.	Great Falls, Mont.
I 15-8(11)383U2			
Pondera County Line-Canadian Line at Sweetgrass (Fencing) Toole County	\$ 33,448.60	Peter Pitsch, Jr., & Douglas Pitsch	Garryowen, Mont.
I 90-2(16)81			
Huson-West (Bridges) Missoula County	\$ 655,716.64	N. A. Nelson Const. Co.	Sheridan, Wyo.
I-IG 90-2(18)82			
Huson-West (Bridges) Missoula County	\$1,147,263.95	Sletten Const. Co.,	Great Falls, Mont.
S 85(00)U1 & S 85(3)U1			
Idaho Line-Armstead (Road) Beaverhead County	\$ 652,003.43	Naranche & Konda Const. Co.	Butte, Mont.
S 85(00)U2 & S 85(3)U2			
Idaho Line-Armstead (Bridgs.) Beaverhead County	\$ 64,722.58	Ralph Huckaba, Contr.	Whitehall, Mont.
F 26(7), F 103(11) F 330(30) & F 333(32)			
Roundup-Grass Range Grass Range-Malta & Lewis- town-Roy (Seeding) Fergus County	\$ 9,832.85	John H. Johnson & Sons	Absarokee, Mont.
I 15-1(16)37, I-IG 15-2(15)118 F 43 (18), I 90-7(12)327, F 185(7) & F 217(15)			
Idaho Line-Dillon, Dillon- Butte, Wisdom-Divide, Liv- ingston-S. & E., Livingston- W. & Gardiner-Livingston (Seeding) Beaverhead, Silver Bow, Deer Lodge & Park Counties	\$ 26,196.15	N. D. Robinson	Missoula, Mont.
I 15-5(18)239 Hardy Creek Cascade (Seeding) Cascade County	\$ 26,054.66	Tschache Bros.	Bozeman, Mont.
I 90-8(15)438 Laurel- Billings (Seeding) Yellowstone County	\$ 11,974.50	N. D. Robinson	Missoula, Mont.
Total for Month—\$ 3,632,711.03			
Total for Year—\$10,414,329.73			

HEARINGS ON INTERSTATE

Three public hearings have been scheduled in March to discuss plans for future highway improvement.

A public hearing is necessary, and prescribed by law in all Interstate routings, and on Primary and Secondary routings where a

RICHEY RESIDENTS CELEBRATE OTIS WATERS NIGHT



It was Otis Waters' night in Richey on February 26, when his friends in Richey and Eastern Montana joined together to thank him for his interest in good highways, and his 10 years service on the Montana Highway Commission.

The crowd was diminished somewhat by the rain that fell in Richey during the day, making rural roads impassable, but that only spurred Otis' desire to continue to work for good roads.

Ole Jenson and P. P. Lawrence served as co-chairmen of the event and after a sumptuous dinner served to the out-of-town guests, by the wonderful cooks of Richey (and good looking, too) the crowd adjourned to Legion Hall.

Otis was presented a watch, suitably engraved and Mrs. Waters a necklace, bracelet and earring combination by the Highway employees. He received his 10-year certificate and pin from the Commission. His friends from Sidney and the home folks of Richey also presented gifts. Mr. Quinnell is shown presenting a scrap book of Commission and Highway activities during recent years. Letters were read from Governor Babcock, and others from all over Montana commending Otis for his public service.

FIELD MEETINGS SCHEDULED

A series of eleven field seminars will be conducted by the Montana Highway Department commencing March 12 in Lewistown and concluding April 2 in Bozeman. All phases of highway construction will be covered in the all-day meetings, to bring field personnel up-to-date on new techniques and administrative changes as they pertain to field personnel.

The seminar has been arranged by the Training-in-Service Division of the Department, and will be conducted by personnel from the Helena headquarters.

Topics to be covered are: Road Design, Hydraulics, Photogrammetry, Accounting, Budgeting, Public Information, Labor, Construction, Data Processing, and Safety.

The schedule is as follows:

Lewistown, Tuesday, March 12; Gt. Falls, Wednesday, March 13; Kalispell, Thursday, March 14; Missoula, Friday, March 15; Billings, Monday, March 18; Miles City, Tuesday, March 19; Glendive, Wednesday, March 20; Wolf Point, Thursday, March 21; Havre, Friday, March 22; Butte, Monday, April 1; Bozeman, Tuesday, April 2.

IT'S NICE TO HEAR

The following letter is self-explanatory, and we certainly appreciate the kind words of Mr. Schirmer.

Box 592, Pawhuska, Okla.
Montana State Highway Commission
Planning Survey
Helena, Montana
Gentlemen:

Last August we had a very delightful vacation in your state and somewhere along the line the enclosed card was handed to us to be filled out.

We traveled from Sheridan, Wyoming into your state and visited the historic Custer Battlefield. Here we had trouble with the water pump on our car and had to spend a day in Hardin. The boys at the Hardin Motor Co. were very helpful in getting us on our way.

From here to Billings, Lewistown, Great Falls to Glacier National Park we had a very delightful trip. Your country is beautiful and

(Continued on page 4)

IT'S NICE

(Continued from page 3)

the historic spots are very well marked. As to the roads, they are wonderful and we don't see how they could be improved.

Returning from Glacier we drove down the beautiful Gallatin Valley thru Whitefish, Kalispell, Missoula, Butte and Anaconda and spent the night in Bozeman.

Everyone along the way was very helpful in telling us about the points of interest and the side trips to see something of importance.

This was our first trip to your state, and believe me, it shall not be the last. I took a lot of beautiful pictures and slides on our trip and have shown them to church organizations and school classes as well as civic clubs. These pictures have really stimulated a lot of interest with these folks who have never been to your state, and I think that some of them will pay you all a visit within the next few years.

Whoever coined the words, "the Big Sky Country" certainly knew what they were talking about.

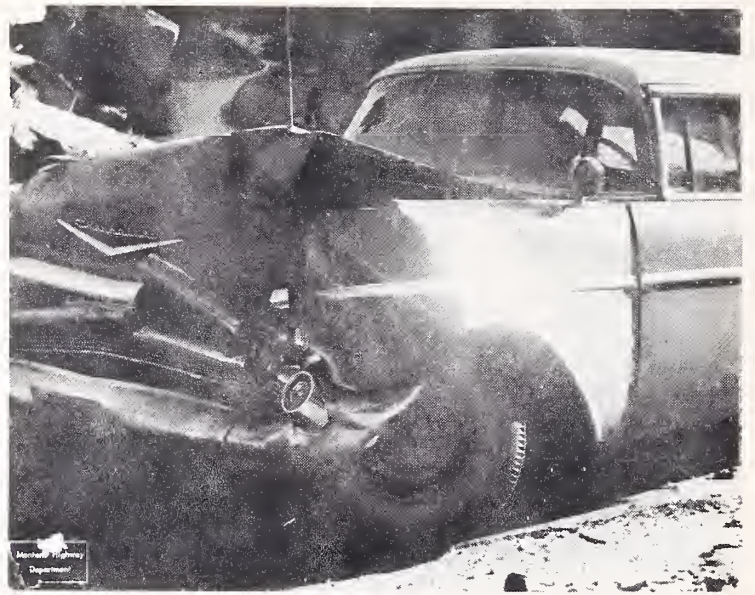
Will probably see you again on another vacation.

Congratulations on a beautiful country and splendid roads.

Yours truly,
E. C. Schirmer.



Picture No. 1 shows one of our maintenance pickups after being involved in a collision with a train. If you will notice the side window, you can see where our employee hit his head hard enough to cause a very serious injury. Now if we had seat belts installed and our employee had had it on and fastened, this injury could have been averted.



Picture No. 2 shows a vehicle involved in a collision with one of our Motor Patrols. Again, the use of seat belts would have saved this person from putting his head through the windshield of this car.

The Montana Highway Commission has ordered seat belts to be placed in all our Sedans and Pickups throughout the State. Employees driving or riding in this type of equipment are requested to **USE** them whenever they drive or ride in this equipment. They can **SAVE YOUR LIFE!**

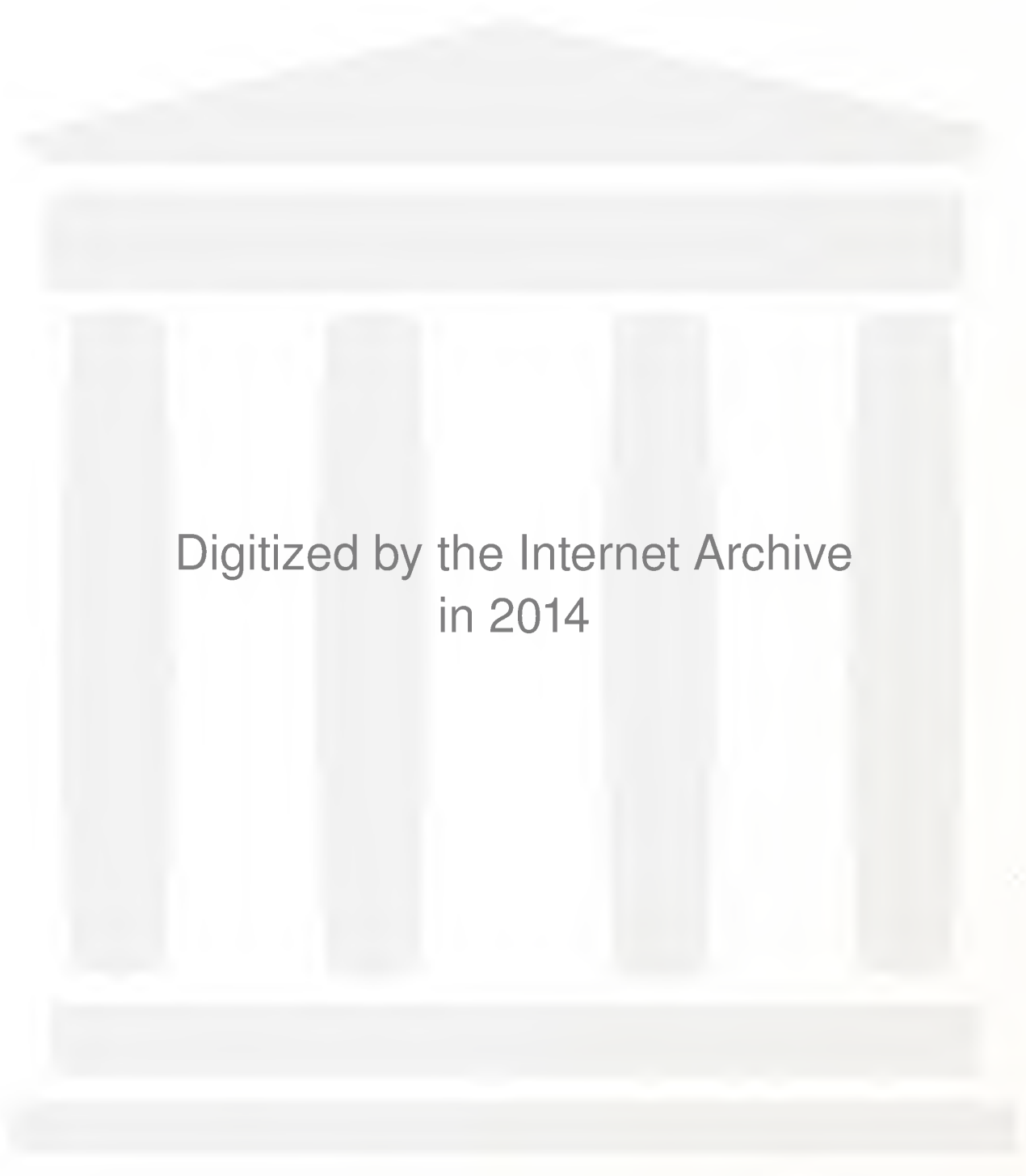


In the picture above, Mrs. Hubert Bell, President of the Montana Federation of Women's Clubs is congratulating David Rydquist on his employment by the Traffic Division of the Montana Highway Department.

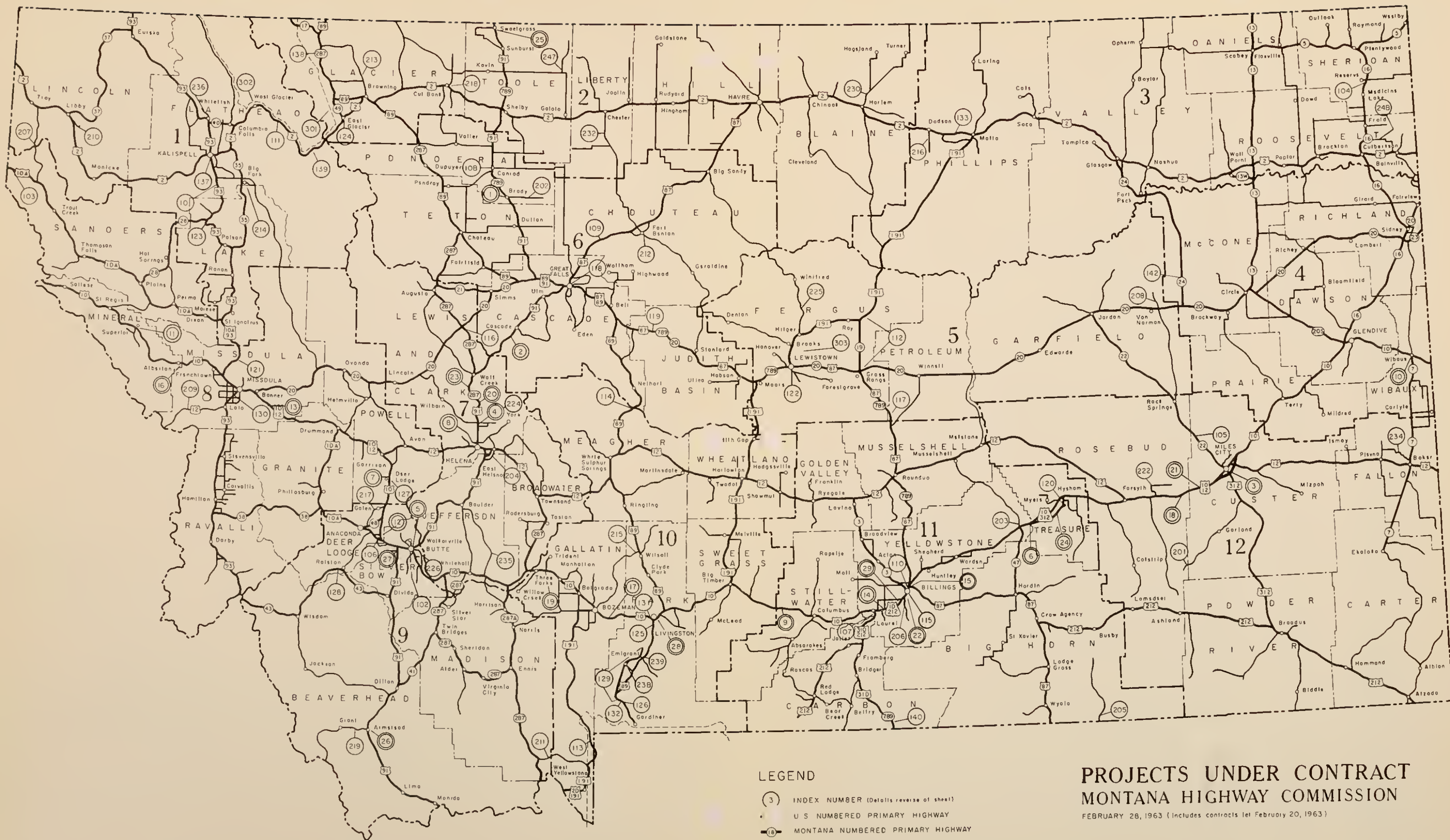
Dave was the first college student to take advantage of the student loan fund established by the Century Club of Kalispell, an

(Continued on page 9)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH	TYPE OF CONSTRUCTION AND LOCATION
<u>FEDERAL AID INTERSTATE PROJECTS</u>				
25	I 15-8 (11) 383 U 1	6-30-64	4.5 miles (1.2 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous surfacing and signing. One 256 foot prestressed concrete beam bridge - Sweetgrass Interchange. (U.S. 91 - Sweetgrass South).	
26	I 15-1 (16) 37	4-30-63	7.8 miles seeding and mulching. (U.S. 91 - Armstead South).	
27	I-IG 15-2 (15) 118	4-30-63	4.3 miles seeding and mulching. (U.S. 91 - West of Butte).	
	I-IG 90-7 (12) 327	4-30-63	11.8 miles seeding and mulching. (U.S. 10 - Livingston West to East).	
	I 90-8 (15) 438	4-30-63	6.4 miles seeding and mulching. (U.S. 10 - West of Billings).	
<u>FEDERAL AID PRIMARY PROJECTS</u>				
101	F 191 (19) U 1	9- 1-63	5.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 93 - South of Kalispell).	
102	F 207 (8)	9-30-63	0.2 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - In Butte).	
	F 279 (4)	9-30-63	0.5 mile grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U.S. 10 - Bypass - In Butte).	
103	FHP 6-1 (1) *	1963	6.5 miles grading, drainage, base and bituminous surface treatment. (U.S. 10A - Idaho Line East).	
104	F 193 (12)	9-30-63	11.6 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 16 - Medicine Lake North).	
105	F 157 (16) U 1	6-30-63	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 22 - Northwest of Miles City)	
106	F-RG 68 (12) U 1	9- 1-64	2.7 miles (four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surfacing. Signing and delineation. (U.S. 10A - East of Anaconda).	
	F-RG 68 (12) U 2	10-31-63	Four prestressed concrete beam bridges, dual 70 foot - Clark Fork and dual 148 foot - NP Ry. (U.S. 10A - East of Anaconda).	
107	F 134 (6)	9-30-64	0.7 mile grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (U.S. 212 - Laurel South).	
108	F 67 (9)	10- 1-63	1.6 miles grading, drainage, aggregate surfacing, stabilized base surfacing, plant mix bituminous and seal coat oiling. (U.S. 91 - Main Street in Conrad).	
109	F 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling. (U.S. 87 - Northeast of Great Falls).	
110	U F 296 (15) U 1	10- 1-63	4.2 miles (0.8 mile four lane) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Montana 3 - Billings NW)	
111	FHP 13 F 6 *	1963	2.1 miles grading, drainage, and surfacing. (U.S. 2 - East of West Glacier).	
112	F 26 (7)	4-30-63	1.6 miles seeding and mulching. (U.S. 87 - Grass Range North).	
	F 103 (11)	4-30-63	7.6 miles seeding and mulching. (U.S. 191 - Roy East).	
	F 333 (30)	4-30-63	21.5 miles seeding and mulching. (Montana 19 - Grass Range Junction North).	
	F 333 (32)	4-30-63	3.9 miles seeding and mulching. (U.S. 191 - Roy Junction North).	
113	F 76 (7)	9-15-63	20.6 miles plant mix bituminous surfacing. (U.S. 191 - North of West Yellowstone).	
114	FHP 32 1 (1) *	1963	26.9 miles plant mix bituminous surfacing. (U.S. 89 - South of Nehart).	
115	U RG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - NP R.R.. (U.S. 10 - In Billings).	
116	F 238 (8) U 1	6-30-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek).	
	F 238 (8) U 2	6-30-63	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek).	
117	ROW F 28 (3)	6-30-63	5.8 miles fencing. (U.S. 87 - South of Grass Range).	
	F 28 (4)	8-15-63	5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 87 - South of Grass Range).	
118	U 149 (15)	10-31-63	0.4 mile (0.1 mile four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surface. (U.S. 87-Bypass-Gt.Falls No)	
	U RG 395 (6)	10-31-63	1.5 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and concrete pavement. Two concrete underpasses - GN Ry. and Smelter Avenue. (U.S. 87 - Bypass - Great Falls North).	
119	F 235 (25)	10-15-63	7.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. One 81 foot prestressed concrete beam bridge - Otter Creek. (U.S. 87 - West of Stanford).	
	F 235 (31)	10-15-63	4.0 miles plant mix bituminous surfacing. (U.S. 87 - West of Stanford).	
120	F 114 (5)	9- 1-64	2.4 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing. (Hysham connection to Interstate).	
121	F RG 219 (16) U 2	6-30-63	One 173 foot prestressed concrete beam overpass - NP Ry. (U.S. 10A - Northwest of Missoula).	
	F RG 219 (16) U 1	10-30-63	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 10A - Northwest of Missoula).	
122	U 112 (3), U 229 (15) & U 235 (32)	6-30-63	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 30 foot concrete slab bridge - Big Spring Creek. (Montana 20 - Lewistown Main Street).	
123	F 191 (20) U 1	9- 1-63	7.3 miles (2.5 miles grading and drainage) aggregate surface, plant mix bituminous and seal coat oil. (US 93 - North of Polson).	
	F 191 (22)	6-30-63	7.3 miles seeding and mulching. (U.S. 93 - North of Polson).	
124	F 260 (7) & F 353 (8)	8-15-63	5.8 miles grading, drainage, aggregate surface, plant mix bituminous and seal coat oil. (US 2 - West to East of West Glacier).	
125	F 13 (6) U 2	7-30-63	4.0 miles seal and cover oiling. (U.S. 89 - Livingston South).	
126	FHP 43 - 1 (1) *	1963	5.8 miles grading, drainage, aggregate surfacing and bituminous surface treatment. (U.S. 89 - North of Gardiner).	
127	F 184 (15)	6-30-63	1.1 miles seeding and mulching. (U.S. 10 - North of Deer Lodge).	
128	F 43 (15) U 2	7-30-63	31.4 miles seal and cover oiling. (Montana 43 - West to East of Ralston).	
	F 43 (18)	4-30-63	1.9 miles seeding and mulching. (Montana 43 - West and East of Ralston).	
129	F 217 (12) U 2 & F217(13)U2	7-30-63	24.0 miles seal and cover oiling. (U.S. 89 - South to North of Emigrant).	
130	F RG 215 (7)	6-30-63	0.3 mile four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge-CMSTP&P Ry. and Clark Fork. (U.S. 93 - In Missoula).	
	F 185 (7)	4-30-63	0.3 mile seeding and mulching. (U.S. 10 - West of Livingston).	
	F 217 (15)	4-30-63	2.7 miles seeding and mulching. (U.S. 89 - North of Gardiner).	
	F 153 (8)	10- 1-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (U.S. 2 - East of Dodson).	
137	U 257 (14) U 2	6-30-63	Traffic signals, signs and highway lighting on Idaho Street. (U.S. 2 - In Kalispell).	
138	F 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).	
	F 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing. (U.S. 89 - Northwest of Browning).	
	F 227 (6)	10-30-63	4.3 miles grading, drainage, aggregate surfacing and plant mix surfacing. (U.S. 89 - Northwest of Browning).	
139	FHP 13 3 (1) *	1963	4.1 miles grading, drainage and base. One 60 foot reinforced concrete bridge - Bear Creek. One 26 foot concrete slab bridge - Devil Creek. (U.S. 2 - Southwest of East Glacier).	
140	F RG 258 (12)	6-30-63	12.9 miles plant mix bituminous surfacing. (U.S. 310 - South of Belfry).	
142	F 315 (16) U 1	9-30-63	11.4 miles grading, drainage and aggregate surfacing. (Montana 24 - Southeast of Fort Peck).	
	F 315 (16) U 2	10-30-63	One 133 foot prestressed concrete beam bridge - Nelson Creek. (Montana 24 - Southeast of Fort Peck).	
<u>FEDERAL AID SECONDARY PROJECTS</u>				
201	S 45 (6)	9-30-63	One 215 foot prestressed concrete beam bridge - Tongue River. (Southwest of Garland).	
202	S 131 (3) U 1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East of Brady).	
203	S 236 (8)	6-30-64	1.2 miles grading, drainage, and aggregate surfacing. One 562 foot riveted plate girder bridge. (North of U.S. 10 & Montana 47).	
204	ROW S 412 (2)	10-31-63	3.7 miles fencing. (East Helena, Southerly).	
	S 412 (3)	9- 1-63	3.7 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (East Helena Southerly).	
205	S 207 (3)	6-30-63	3.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Wyoming Line North - South of Busby).	
206	S 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation. (Southwest of Billings).	
207	FHP 5 1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (South of Troy).	
208	S 264 (3)	6-30-63	5.3 miles grading, drainage and aggregate surfacing. (Northeast of Van Norman).	
209	FHP 11 1 (1) & S 391 1 FH *	1963	32.5 miles grading, drainage and base. Raising of three timber bridges - Lolo Creek. (U.S. 12 - Lolo to Idaho State Line).	
210	S 325 (1) U 1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing. (Southwest of Libby).	
211	ERFO 42 (1) *	1963	7.1 miles (3.5 miles grading) drainage, aggregate surfacing and plant mix bituminous surfacing. (Northwest of West Yellowstone).	
212	S 290 (12)	7-31-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast).	
213	S 266 (4)	10- 1-63	10.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Browning).	
	ROW S 266 (2)	6-30-63	10.5 miles fencing. (North of Browning).	
214	S 65 (6)	10- 1-63	4.9 miles grading and drainage. One 245 foot prestressed concrete beam bridge - Swan River. (South of Big Fork East).	
215	ROW S 370 (13)	6-30-63	Reset 239 rods of fencing. (West of Wilsall).	
	S 370 (15)	9-30-63	6.7 miles grading, cement stabilized base, drainage, plant mix bituminous and seal coat oiling. (West of Wilsall).	
216	S 159 (4)	9- 1-63	7.5 miles (partial grading) drainage, aggregate surfacing, and plant mix bituminous surfacing. (Dodson South).	
217	S 304 (8)	9-30-63	7.4 miles (0.8 mile grading) aggregate and plant mix bituminous surfacing. (Galen Southwest).	
218	S 316 (7)	9-30-63	0.4 mile grading, drainage, aggregate and plant mix bituminous surfacing. Concrete curb and gutter. (In Cut Bank).	
219	S 85 (00) U 1 & S 85 (3) U 1	7-31-64	12.0 miles grading, drainage and aggregate surfacing. (Armstead West).	
	S 85 (00) U 2 & S 85 (3) U 2	11-31-63	Three prestressed concrete beam bridges. One 92 foot and 71 foot - Horse Prairie Creek. One 71 foot-Medicine Lodge Creek. (Armstead W.)	
222	S 259 (2)	7-15-63	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber trestle bridge - Sand Creek. (Northeast of Forsyth).	
224	S 2 (15) U 1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (north of Helena).	
225	S 68 (5) U 1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Hilger).	
226	S 213 (4)	9-30-63	0.9 mile grading, drainage, aggregate surfacing and plant mix bituminous and seal coat oiling. (East of Butte).	
230	S 12 (9)	6-30-63	4.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Harlem North).	
232	S 339 (9) U 1	6-30-63	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (South of Chester).	
234	S 398 (2)	6-30-63	9.6 miles grading, drainage and aggregate surfacing. (Northwest of Baker).	
235	S 9 (9) U 2	7-30-63	8.5 miles seal and cover oiling. (Southeast of Boulder).	
236	S 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (Whitefish North).	
238	S 66 (2) U 2	7-30-63	1.2 miles seal and cover oiling. (Emigrant Southeast).	
239	S 273 (3) U 2	7-30-63	0.8 mile seal and cover oiling. (Northeast of Emigrant).	
247	S 188 (4)	7-15-63	10.1 miles grading, drainage and aggregate surfacing. (North of Galata).	
248	S 402 (3)	9-15-63	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Culbertson).	
<u>OFF-SYSTEM PROJECTS</u>				
	FHP 2 A2 B2 12 A2 *	1963	7.2 miles grading and aggregate base. (Two Medicine Road and Approach - Northwest of East Glacier).	
	R AD 7 (1) *	1963	8.7 miles grading, drainage and aggregate surfacing. (Brooks East).	



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LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- U S NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

FEBRUARY 28, 1963 (Includes contracts let February 20, 1963)

STUDENT LOAN FUND

(Continued from page 4)

affiliate of the State Federation of Women's Clubs. He used the loan to finish his last two quarters at Montana State College where he received his degree in Civil Engineering in December. He went to work for the Department January 7, 1963. He previously had worked during the summers with the Highway Department and the Bureau of Public Roads.

The loan fund was established in Kalispell for young men and women who need financial assistance in completing their college education, and is not limited to Juniors or Seniors. The loan is interest free if repayment is made within a period of two years after graduation.

Mr. Quinnell looks on.

SERVICE AWARDS

49 Employees received service awards in February, with Ross Henry at Helena, and Roy Shanklin of Butte heading the list with 30 years each Bryce Young and James Anderson of Butte each had 25 years and Joe Pinkerman and John Twede also of Butte each with 20 years. Eight employees have completed 15 years service, 11 have completed 10 years, and 24 have completed five years with the Montana Highway Department.

NEWS FROM THE DIVISIONS

Missoula Division

After a not so subtle suggestion from Mr. Sime that we come out of hibernation, we'll thank the Great Falls and Bozeman Divisions for carrying the ball during our dormant period and promise to contribute news with more regularity.

The coming construction season shows all the possibilities of being by far the largest in the Missoula Division history. As of this date we have forty-one miles under construction at a cost of slightly over ten million dollars. Augmenting the engineering staff for this undertaking are three men recently promoted to Instrumentmen, Perry Kalal, Donald Falang and Jack Silvey. Congratulations, fellows!!!

By the time of this publication, the Missoula Division will no doubt have the team bowling trophy securely in possession. We shook all the bushes and will field five teams. Anyway, the spirit is evident and we want to to see the annual tournaments continued.

Bozeman Division

Wilsall Sectionman Joel J. Case, a qualified Red Cross first aid instructor, has been conducting first aid classes at the Bozeman Armory for division-wide personnel. So far thirty-one men and one woman have graduated with highest honors.

Lewistown Division

New District 6, under the direction of M. L. Lahn, formerly of Miles City, was formed in December. Mr. Glenn Learn remains Division 305 Engineer and Mr. Andy Harcharik, Division 205 Engineer. Mr. Wes Rimel was transferred from Glendive to be District R/W Supervisor with Carr Cleveland as Assistant R/W agent. Roundup, Ryegate, White Sulphur Springs and Stanford have been added to our District with Jordan going to Glendive.

The old division headquarters building has been remodeled and is fairly bulging with new employees and more are expected in the near future. Walt Koester transferred from an engineering crew to become the designer assisted by Bob Phillips and Mitch Miller (sans beard and song) as draftsmen.

Congratulations to Leo Myers and Charles Ramsey who became fathers of a daughter and son recently, but these two fellas still can't top our "Father of the Year", Henry Woods, who is now finding out if it really is "Cheaper by the Dozen."

Welcome back to Carl Park and crew after a two-year stay in the Wolf Point Division.

Mr. Alex Leslie, former sectionman at Grass Range retired January 30, 1963. Ray Carter, mechanic, retired December 19, 1962 and John Harris, sectionman at Stanford, retired in December, 1962. Parties have been planned for these employees, but due to bad weather the parties have been postponed until April, when a large celebration will be held.

Good luck on the fishing, hunting and rock polishing, fellas!

Mr. Lester "Swede" Herbold has been transferred from Ryegate to Stanford as Sectionman.

There have been many birthdays the past few months, but only Pauline, "Official Coffee Maker" rated a decorated birthday cake!

District 6 will be well represented at the Highway Bowling Tournament—we're betting on them to bring home the bacon!

Official Pat-on-the-Back Department — This month's special, Mrs. Joyce Ringer, Deep Creek Sectionhouse Radio Operator. Mighty nice to have that friendly voice to check with any time of the day or night. Thanks for all of the help, Joyce!

Helena Division

Charles Tode, Project Control Officer is justifiably proud of his son Dennis these days. Dennis has just won the Montana Armco—National Society of Professional Engineers Scholarship contest. He will compete now with other state winners for a \$3,000 civil engineering scholarship, sponsored by Armco Metal Products Co.

Dennis has also just been selected as the Salutatorian of Helena High School's 1963 graduating class.

Woody McCoskery has returned home from the hospital where he is recuperating from a severe illness, and his many friends and associates wish him a speedy recovery.

'Whiplash' Mary Curnow, no stranger to these columns, is looking ahead these days, after being bumped from behind. For those who don't know, her car was hit from behind and it is necessary for Mary to wear a brace to overcome the effect of the whiplash her neck suffered.

Glendive Division

Glendive Division employees have been closely watching the steady but slow progress of Dean V. Borgen, project engineer in the Circle area, who was recently in a very severe accident near Lewistown, in which he and his brother-in-law were seriously injured. He has been constantly in the thoughts and prayers of

every engineering employee throughout this period of slow but steady improvement process and although he has had many setbacks he has rallied around through all of them and has displayed enormous amount of strength and courage. A hope for a continued recovery is held by every employee in this Division. He is in the St. Vincent Hospital in Billings. We are sure he would appreciate any cards or notes of cheer from anyone in this Division or from others knowing him or having worked with him in the past in other Divisions. A very bright ray of light has beamed through this period in Dean's life when his wife, Esther presented him with a bouncing baby boy and as his family is strictly of the feminine gender, he is truly twice proud of his new addition. No particulars are known as to how much the young man weighed or his given name, but all of us extend a volley of congratulations to his new son.

Congratulations are also in store for two more families who have had additions to their families:

Michael Robert was born on March 7th to Robert and Lois Scherting and weighed in at six and one-half lbs.

Carol Marie was born on December 19th to Dick and Cathy Chrest and weighed in at 9 lbs. and 3 ozs. Both of these fathers work for our District Right-of-Way office in Glendive.

Billings Division

Paul Johnson, District Engineer, recently spent a few days in Las Vegas, trying his luck on the wheels of fortune. The net profit or loss wasn't discussed too much, but the weather was beautiful.

Ted Baker, former Sectionman at Lodge Grass, was honored at a retirement party held February 16, 1963 at the Lake Hills Country Club. Ted retired the 1st of January after 29 years of service with the Highway Department and is now living in Hardin. Ted commented at the party that he had no misgivings sitting by the fire during the recent deluge of snow and cold weather. We extend our best wishes for a long and enjoyable retirement.

Great Falls Division

North to Alaska — The Montana section of the Alaskan Highway Department continues to expand. Latest members to join Don McKinnon's crew of muskeg experts include Jack Lorenz, ex-R/W Supervisor in Great Falls and Quinn Metier ex-Rodman, also from Great Falls. Gazing at the Aurora Borealis while stomping Tundra are ex-Rodman Neal Badow and Robert Gall who pioneered the route for other hopeful aspirants who are in search of adventure, a promising career, but primarily—MONEEEEE!

After several months of being on the sick list, the Great Falls Division is glad to see R/W agent Jack Arps "back in harness."

Speaking of harness—it finally happened. An office manager was injured!!! Ghosting around the Great Falls office these days, in more rigging than a Paratrooper uses, is John J. Murrill. His alibi, "slipped while picking up the Sunday paper and fell off the porch."

Havre Division

A State Highway Bowling team from Fort Benton will be entering the State Highway Bowling Tournament in Helena with their goal set on nothing less than first place. All members of the team, Matt Vranish, George Paul, Ted Olson, Bob Hamilton, Vic Holsapple and Carl Winter, are bowling games well over 200. In last weeks' Inter-City League, the team won both high game and high series.

Congratulations to Mr. and Mrs. Bud Harmon, the proud parents of a 7½ lb. baby boy born Feb. 19, 1963. The father is doing fine.

Members of Bill Neeley's, Sam Hatty's and Jim Gipe's crews are attending the basic mathematics course at the Havre High School. Class participation and attendance has been excellent.

Kalispell Division

E. F. Matelich, sub-contractor for the Bud King Const. Co., is running a race against time. Work on the bridge across the Swan River to Bigfork was started the middle of February but has progressed rather slowly due to difficulty in excavating for Piers No. 2. Slowly warming temperatures have kept the melting

snow to a minimum, however a rapid rise in the amount of runoff could seriously endanger the work bridge as it is made of fill material and only two feet above the present water level and blocking two-thirds of the channel. However, with a decent break in the weather the bridge should be complete by the first of July, 1963.

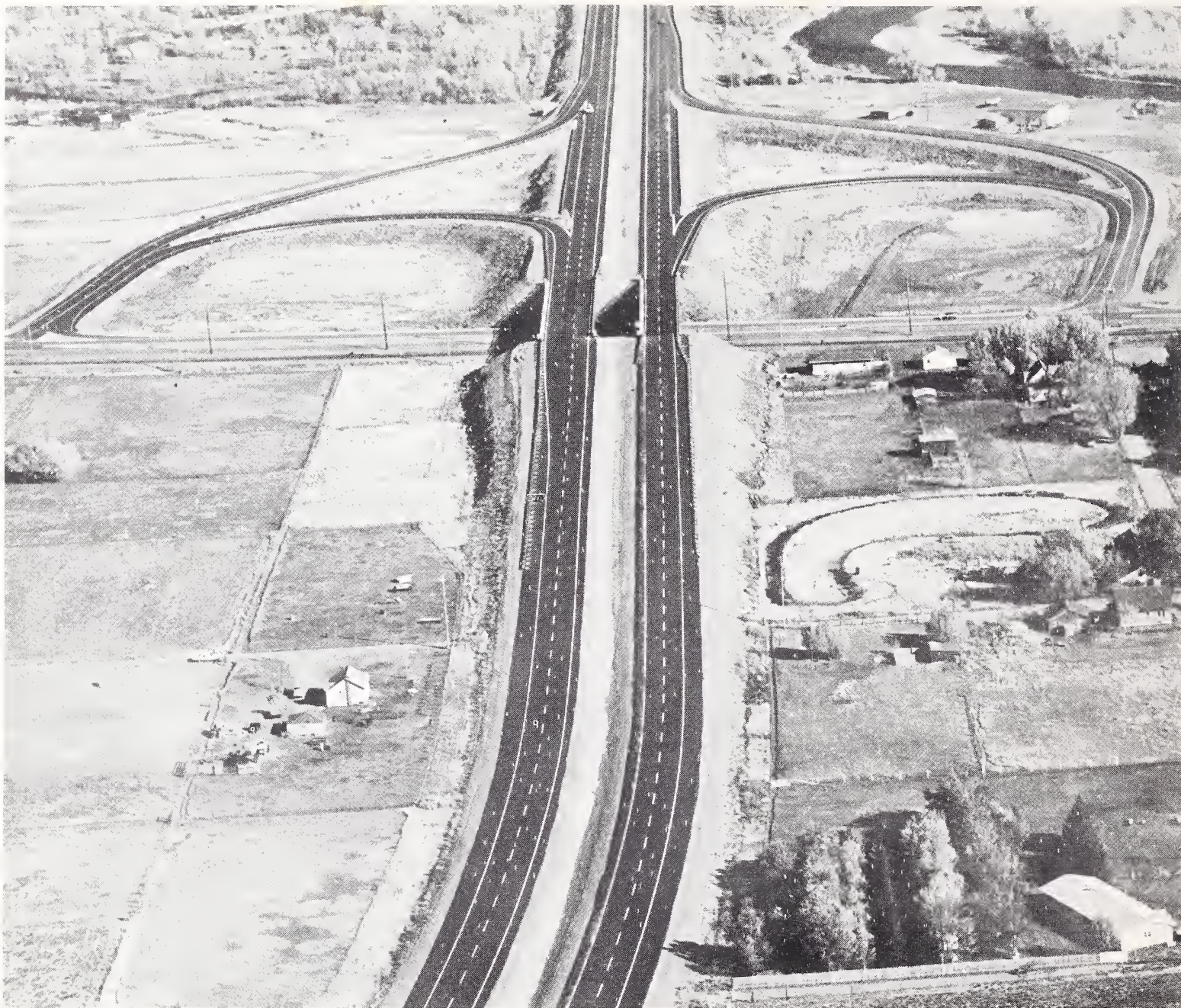
Word has been received from Kenny Nelson, Mat'l. Insp., that after a very serious brain operation, his wife is now making a somewhat slow recovery in Seattle, Wash.

Lorren Claridge, Project Engr. from the Libby area also reports that his wife has just completed a series of major operations and is on the road to recovery and none too soon, for Lorren, as he is getting dish pan hands.

On the brighter side in Kalispell, comes news of a new income tax deduction for Al Fopp, Parts Manager in the form of a bouncing baby boy on Feb. 10, 1963. Congratulations are in order for the new parents who now have two girls and two boys.

An interesting compilation of the bids has been made by the Construction Division, showing the size of bids, and surprisingly, the largest number of contracts awarded by the Montana Highway Commission during 1962 fell in the \$100,000 to \$250,000 range. A total of 30 bids or 22.39% fell in this range.

A total of 123 contract awards were made during the year, for which we received from qualified bidders a total of 830 bids. 19 contracts for a total of 14.18% fell in the under \$25,000 mark, while 16 contracts, or 11.94% ranged from 25,000 to 50,000. Another 14.18% or 19 contracts ranged from 50 to 100 thousand dollars. Twenty-one, or 15.67% contracts ranged from \$250,000 to \$499,000. In the \$500,000 to \$1 million, there were 21 contracts awarded, for a total of 11.94%. 90 contractors submitted bids on 12 projects that were between \$1 and \$2 million, for a total of 8.95%, while only one contract of over \$2 million was awarded, with seven contractors bidding on the project. Dollarwise, the highest percentage of contracts fell in the \$1 to \$2 million range with 37.56% falling in this range. A total of \$17,174,088.73 was awarded in this range.



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